

Transportation Interim Committee 07.07.22

MVD Analysis of Electric Vehicle Proposed Bill

Assumptions:

1. The bill becomes effective June 1, 2023.
2. There is assumed work effort estimated at 462-hour effort for MVD staff to implement the associated legislative changes at an estimated cost of \$42,964.
 - a. Design & Documentation Effort = \$2,560
 - b. Coding Effort = \$14,000
 - c. Existing EV Data Update (Database Data Fix) = \$2,240
 - d. System Testing & Business/Fiscal UAT = \$5,392
 - e. MERLIN System Build, Smoke Testing & Training = \$18,772

> Design & Documentation Effort	Planned Effort	Estimated Cost	Timeline
5 Tasks	74 hours sum	\$2,560 sum	May 30, '23 - Jun 2, '23
> Coding Effort	Planned Effort	Estimated Cost	Timeline
5 Tasks	130 hours sum	\$14,000 sum	Jun 5, '23 - Jun 28, '23
> Existing EV Data Update	Planned Effort	Estimated Cost	Timeline
3 Tasks	16 hours sum	\$2,240 sum	Jun 5, '23 - Jun 8, '23
> System Testing & Business UAT	Planned Effort	Estimated Cost	Timeline
3 Tasks / 12 Subitems	236 hours sum	\$5,392 sum	Jun 29, '23 - Jul 28, '23
> MERLIN System Build, Smoke Testing, and Training	Planned Effort	Estimated Cost	Timeline
4 Tasks	70 hours sum	\$18,772 sum	Jul 31, '23 - Aug 26, '23

3. There are a total of 2,656 electrical vehicles classified as Class 1-3 and 16 classified as Class 4 with active registrations at FYE 2022.
4. The bill creates a new fee schedule dependent on the class of the vehicle determined by gross weight of the vehicle. Based on current active registrations of electrical vehicles for a total of \$164,197 (for half year). The amounts per class are listed below:

Electric Vehicle Class	Active Registrations	Fee	Revenue (divided for half year)
Class 1	2,607	\$110	\$143,385
Class 2	31	\$158	\$2,449
Class 3	2	\$363	\$363
Class 4	16	\$2,250	\$18,000

5. There are currently no assumptions of how many additional electric vehicles classified class 1-3 will be sold each year due to current market and economic variables that have caused a recent surge in purchases (85% increase).

Total Vehicles Registered	Fuel Type	Fiscal Year
2755	Electric	7/1/2021 - 6/30/2022
386	Electric	7/1/2020 - 6/30/2021
76	Electric	7/1/2019 - 6/30/2020
55	Electric	7/1/2018 - 6/30/2019
38	Electric	7/1/2017 - 6/30/2018

6. There are currently no assumptions of how many additional electric vehicles classified as buses, heavy trucks, or motorhomes will be sold each year.

Technical Notes:

1. Legislation Questions/Clarification

- a. Class 1-2 are already used in MCA 61-10-201 & 206. To avoid confusion can we use EV Tier 1-4.
- b. Language consistency requested throughout the bill, for example
 - i. Page 1:
 1. Line 12, 13, 15, & 17 – “Vehicle”
 2. Line 18, 22 – “electric motor vehicle”
 3. Line 26 – “electric vehicle”
- c. MVD believes that there should be clarification that these electric vehicles are or are not included in GVW per MCA 61.3.529.
- d. Section 3. Fees collected only states county treasurers collecting fees. This should include Authorized Agents.

2. Additional Technical Notes

- a. Timing of integration with CARS implementation and public release.
- b. We do not have the ability to capture battery kilowatt systematically or manually. This would be an additional estimate and change to the system.
- c. Our cost assumption is not budgeted for the Hybrid vs Plug-In hybrid due to only having one classification “hybrid” or “electric vehicle”. With over 20,000 hybrid vehicles this would take significant time to identify historical vehicle data to label them correctly.
- d. VINtelligence is a pre-filled software package. We would need to purchase more functionality to accommodate this request which would potentially cost \$3,500 annually to software licensing. [VINtelligence - Fuel Efficiency Package]

